

## THE FIGHT TO SAVE THE NAVY

REUTERDAHL PAYS HIS RESPECTS TO THE BUREAUCRATS.

They Have Blocked Progress He Says, and Have Got to Go, Together With Their Friends in Congress—Fishes for What Roosevelt Has Done.

Henry Reuterdahl, the marine artist, who has had much to do with the agitation for reform in the navy, had this to say yesterday:

"The bureau system has been under fire steadily for three years and the fire will continue until the Navy Department is reorganized on a military basis. The public by this time realizes that millions and millions of dollars have been misapplied and that our ships, although in many ways excellent in their original design, have been faultily constructed. The 'critics' have made their case, and as THE SUN stated 'the insurgents have won.'"

It has been necessary to find publicity in order to establish reforms; the history of the past shows that the bureau was not willing voluntarily and for the good of the service to accept the suggestions of the seagoing officers, but pigeonholed their recommendations. It became necessary to appeal directly to the people. The pressure of public opinion has accomplished the reforms that the bureau opposed and we have reached the astonishing conclusion that the bureau system for the sake of hiding its own shortcomings would sacrifice the welfare of the whole navy and possibly the chance of winning in war.

Never has an effort been made by the critics to declare the navy no good. Nor have the officers been fighting for reform to gain personal aggrandizement or for extra pay but for the good of the navy. The work of the reformer is the same as the missionary's, for the good of the cause—no emoluments, no honors exist—they have only the respect of their brother officers. The pay is no higher for the man who burns the midnight oil to better the service than for the fellow who only does the day's work. This the public must understand.

For years the bureau system has had its own way in the press, because up to recently the news which was handed out from the corridors of the Navy Department, the papers printed without control or not. It came from those who had committed the mistakes—the bureau. No editorial press agent or any prima donna could have sent out more eloquent notices than those press notices of self-praise which the bureau of construction furnished the newspapers when Admiral Henshaw was the chief constructor. The growing intelligence of the press has stopped this. But there are still efforts being made to mislead the public, and it is with these that this interview will deal.

At a recent banquet given in Chicago the chief constructor, Mr. Casper, who was one of those responsible for the faults in our later ships, had marshalled the forces of the retired officers and from some of them obtained laudations of his own product. Rear Admiral Schley, who so far has rested in peace, declared that the criticism which came from his own brother officers of actual sea experience on modern vessels, and which they declared to be founded on facts, was unjust and untrue. Admiral Schley has never served on a modern battleship.

On March 6, 1908, Rear Admiral Evans, commander in chief of the North Atlantic Fleet, while en route to the Pacific, signed the report based upon the recommendations of the commanding officers of the ships in the fleet calling the Secretary's attention to constructional mistakes in the various ships. His report was voluminous. Admiral Evans made over twelve major counts and several minor recommendations. Had such a damaging report been made by an Admiral in a foreign navy it would have meant the downfall of the Minister of Marine and probably the resignation of the commander in chief of the navy.

Less than a year later after his retirement from active service, Admiral Evans says that all these criticisms that have been made publicly of our ships 'are unjust and misleading,' and describes them as 'silly.' It so happens that the public criticisms were absolutely identical with those made by Admiral Evans in his own report. It becomes a matter for Congress to find out why an officer like Admiral Evans can so completely change his mind in less than one year. It is simply another illustration of the pressure from the bureau system, and it indicates most eloquently that the bureau will leave no stone unturned to exalt themselves and declare themselves innocent of the charges which have been made.

It is not new. Admiral Converse, as a member of the general board and on the active list, declared in 1907 'that our ships carry their armor belts too low; that this defect is disastrous in action is shown by the fate of the Russian ships at Tsushima.' Last winter he testified before the Senate Committee that this statement was not true; but then he was serving as the president of the board of construction—the body primarily responsible for the defects.

Admiral Evans further says: 'If ever the results of the Newport conference become known I think you will find that the majority of officers agree with me.' The results of the Newport conference are known. It was the final thrust at the bureau system—it was the proof that the four newest battleships, \$40,000,000 worth, are defective in design. It was the finding of the entire seagoing navy, for the officers of the Atlantic fleet also examined the plans of these ships and 90 per cent. indorsed the charges made by Commander Key.

Had a board of real seagoing officers been allowed to formulate the characteristics of these ships previous to the drafting of the plans they would have been the most perfect fighting machines that the world has ever seen. Commander Capps stated officially that the designs of the North Dakota and of the Florida were unanimously approved by the Board of Construction. His statement is the death sentence of the bureau. It is an admission that this body cannot design a good ship as the foreigners. The board of construction, nevertheless, is having the armor belts of all our ships except the three latest ones below water of full draft and the cross side guns so low that they could not fire even in a wind weather, incorporated the mistakes in these new ships.

In the Newport conference President Roosevelt again helped the navy and it was only through him that the conference became possible. The inside story of the conference is one of the darkest pages in the history of the navy. It will be remembered that the President ordered several younger officers to be in attendance; these men were not affiliated with the bureau interests and they believed in calling a spade a spade. It was instigated by the bureau people that these young men should be needed elsewhere and that their presence would be no longer desired at the conference. The President desired that they should stay, and furthermore he demanded that every officer should vote on each question coming before the body and

declared that he himself would review the findings. It was this which made the conference successful results and not the washing investigation. Its recommendations will prevent any further mistakes in future ships. These recommendations guarantee that the seagoing officers who have to bear the responsibility in action will have a voice in determining the characteristics of our fighting ships. This they have never had before.

"After being defeated at the conference the bureau system again attempted to mislead public opinion, and when the first report of the conference was given to the newspapers all reference to the key criticism which had been substantiated as fact before the conference was carefully omitted, and it was made to appear that the 'critics' had lost their case. The particular New York newspaper which is compelled to support the bureau went so far as to state that the bureau conference had declared that all our battleships are 'all right.' In reality the conference passed a specific resolution that its findings had no bearing on the present battleship fleet, but was confined entirely to the North Dakota class.

"To print a false report is considered a wrong which done by a bank, and is punished by law, but it was nothing for the system to mislead the American people. Again THE SUN came to the rescue and gave the real facts in the case, and the public, when he found out that the navy could not shoot. The President then stood alone—the public did not know of his struggles against the bureaucracy or his efforts to raise the navy's efficiency in shooting. In 1902 five ships of the North Atlantic fleet firing at a condemned lightship made three hits. To-day our gun pointers have made over 90 per cent. not because of the Navy Department, but because of President Roosevelt and the reforms which the present 'critics' inaugurated.

"The Navy Department has always stood against efficiency. The same reckless system which, according to Secretary Whitney, had already wasted over seventy million dollars between 1888 and 1895 has continued this waste. It is only necessary to point out the number of useless ships that have been added to the navy list. Such an action squandering public money as in the three little training ships which were authorized in 1903 should exist in no navy but the Turkish. That all nations train their sailors in modern men-of-war is self-evident, but in 1895 Congress authorized two iron sailing vessels and one wooden brig. These ships have never performed service; they are presently useless—it was almost a million dollars thrown overboard.

"We know that a design for the present Dreadnought battleship was offered to the department years ago. The offer came from a seagoing officer and was made of course without cost. The suggestion was not accepted and the navy of the United States will be the last of those of the world Powers to float this type of ship.

"Even in the smallest matters the bureau have lagged behind. In 1905 the present five control mast, impervious to shell, was suggested by a seagoing officer. It is to-day being mounted on some of the ships, and the Bureau of Construction claims it now as its own original invention. Years ago another officer suggested to the Department that our ships should always be painted in fighting color. This should be done for political reasons alone, this officer recommended, because to change suddenly the color of the ships would be equal to declaration of war. Besides, by adopting war color the price of a torpedo boat might be saved in the navy's paint bill. The Department is now experimenting with war color which has been used in the great navies for years.

"It is now known that up to the cruise into the Pacific the North Atlantic fleet had only manoeuvred in battle tactics for ten days in its entire existence. The active seagoing officer has in its entire life never had battle tactics. Instead it has spent valuable time in uselessly towing destroyers across the Pacific and making long hauls in the Atlantic. These have been used to a better purpose. These are only some of the items of what the bureau system has cost the navy.

"There is only one stop to it, and that is the complete reorganization of the Department. It is understood that President Roosevelt will present a message to Congress asking again for the reorganization. The bureau people hope that this measure will not pass. Senator Hale and the rest of the Naval Committee, whose political standing depends upon appropriations for useless navy yards, will be fighting it as they have fought before. This is natural. Senator McNary, member of the Naval Committee, is of course interested in the happiness of the New Orleans naval station, where it costs \$78,000 in labor to produce \$1,000 worth of goods. Reorganization would kill the goose that lays this golden egg and the Senator would lose prestige in his own State.

"This is not the first time that President Roosevelt has attempted to clean house in the Navy Department. Many times he has recommended that the method of administration should be changed. A bill was introduced by Senator Moody to that effect, but it was killed in the Naval Committee of the House, of which Congressman Foss, one of the supporters of the system, is the chairman. Public opinion will take the place of President Roosevelt and the entire press will see that the Department will be reorganized.

"The time has come when it is no longer possible to mislead the public. Our people want to see that every dollar spent for the navy goes for efficiency and not to keep politicians, and throughout the country there is a full understanding of the fact that there is nothing too good for our officers and bluejackets. There is a sound realization among our people that these mistakes which have come to light recently are not due to the negligence of the seagoing officers, nor has their integrity ever been questioned, but are the effects of an administration which has been so ineffective that it would never be tolerated in any private corporation.

"When the Department is reorganized it will become transparent to the public. It is to blame for the past. It will become necessary to inquire whether Chief Constructor Capps, the only man in the Board of Construction who possesses technical knowledge, is primarily responsible for the armor belt which is below water and for the low gun positions of ships designed during his term of office and for the mistakes in the last four new ships. In the opinion of many he is morally responsible. It was within his province to protest against the unnecessary weight which was put into our later ships. He did not do so. His own official statement that he was able to keep out unnecessary weights in the battleship USS Hampshire, and that the armor was reasonably above water, indicates that he could have done so in the other vessels of the same class. A similar case has occurred in the British navy. Sir William White, own prestige. Reorganization alone will be the salvation. Meanwhile the American people should be thankful to the President for what he has done for the navy's betterment."

## HELP FOR ALL WHO ASKED

CHARITY ORGANIZATION SOCIETY TURNED NONE AWAY.

Helping for the Year Increased, but the Added Contributions Were Nearly Sufficient—The Things Most Needed Now—An Attack on the Bread Line.

The annual report of the Charity Organization Society just issued covers a wide range of activities, appearing not only to New York city but to other places in the nation, among them Pittsburgh and San Francisco. In this city the society cared for 5,771 families, as against 5,336 families the year before.

"We are able to record," the report says, "that we have not been obliged by lack of resources to refuse assistance to any family in need which has come to our notice."

The financial statement shows that the expenses of the society have materially increased, but that the contributions came within \$1,000 of keeping up with the new demands. At no time had it seemed advisable to recommend artificial employment on a large scale prior to establish extraordinary relief agencies, "because conditions have at no time been so bad as to justify resorting to measures which are themselves apt to work positive injury."

Speaking of the Union Square meeting, at which the bomb was thrown last spring, the report says that there was practically no demonstration of the unemployed during the year and that that meeting, advertised as such, was "in reality called by some radical agitators" and that "the attention it attracted was due to police intervention and the throwing of a bomb by a tailor, who said that he wanted to blow up the police, not that he wanted work."

Mentioning the formation of the Children's Relief Society last summer to feed East Side school children (not a Charity Organization Society project), the report says that that society secured contributions of \$7,500 and that for the last three weeks of the school year provided luncheon on school days for two or three hundred school children in two school districts, and that on holidays and through the summer vacation this relief was lacking, and it has not been renewed with the reopening of school this fall.

The most pressing needs in the charitable resources of the city now, the report says, are institutions for the care of consumptives in all stages of the disease, homes for the aged and temporary homes for respectable women and girls. It also says:

There has been a complete change in the situation with regard to tuberculosis in the city and State in the last year. Whereas a year ago the institutions for early cases, in spite of their demonstrable inadequacy as compared with the number of early cases in the State, could not be kept full, it is now difficult to find room for a patient in any of them.

Throughout the nation "a background of interest in social problems which has never before been so general, so lively and so well informed has been made to the appearance, and 'industrial education,' the standard of living, the industrial exploitation of women, rural conditions, playgrounds and vagrancy have been the new topics." The report says that the "nationalization" of social movements is going on rapidly, and adds:

This development of social movements for the improvement of conditions is one of the striking characteristics of the present movement in social work. The Russell Sage Foundation, which is an evidence of this desire quite as much as a stimulant to it, has finished an experimental eighteen months. Some of the most important inquiries now in progress have been made possible by its appropriations—the Pittsburgh Survey (to which the foundation has made three contributions, amounting to \$27,500), the research by fellows in the four professional training schools for social workers, the typhoid fever investigation in Pittsburgh, the study of the San Francisco relief work, of workmen's insurance and of the placing out of children.

This interest and the conditions generally offer, the report says, "the best guarantee that we shall have in the future to provide a Government pension for all our old men and women and that we may work with increasing confidence of success toward the ideal for every man and woman of normal health and ability of an independent life from start to finish."

Speaking of the work of the joint application bureau, the report says that 42,000 invitations to the call were put in the hands of patrolmen in Manhattan and The Bronx and that 5,300 individual invitations were put in the hands of men in the only line of the bread line men called, and most of those declined work, refused to give any information, gave false addresses or failed to return to the office. "The experience indicated that not many men looking for work were in the bread line and confirms the conviction that the only way to stop the bread line is to stop the bread."

Work for seventy-five men was secured on farms near New York, the transportation of sixty-six of them being paid. This cost \$212.35, and 52 per cent. of it was refunded to the men who were discharged, eight left without cause, two stole money, one was drunk at the time he should have started. Satisfactory reports came from thirty-nine, and thirty-eight repaid the railway fares.

There was a large increase in the number of woman applicants for work, and for this reason in part, the report says, do through service work have been secured among the lines of employment secured.

Speaking of the investigation of the criminal courts, the report says: The magnitude of the problems involved may be appreciated when it is known that during the year 1907 the number of re-arrests in all of the Magistrate's courts, including those brought before the Court of Special Sessions in the First Division alone, namely, Manhattan and The Bronx, was 109,494, amounting to 5 1/2 per cent. of the population of those portions of the city.

In regard to the Pittsburgh survey the report says: Within the space of one year the Pittsburgh Associated Charities has been organized after a full decade of obstruction and delay, the force of tenement inspectors of the Pittsburgh Bureau of Health has been doubled and has carried out the first general housing census of the greater city, and under the name of the Pittsburgh Typhoid commission a scientific inquiry has been instituted because of great fear that an epidemic in the district for over a quarter of a century.

PITTSBURGH WATER VERY BAD. Destroys Boiler Tubes, and That Isn't All—Long Drought the Cause.

PITTSBURGH, Nov. 29.—Business and mill men of Pittsburgh are worried because water in the Monongahela and Allegheny rivers, from which most of the water for boilers is drawn, has become so bad through service of eighteen weeks that the boiler tubes are eaten out in two days. It is estimated that \$25,000 is being spent daily by Pittsburgh firms for new boiler tubes.

The Pittsburgh Railway Company alone is spending \$250 a day and it has but a few power houses. The Jones & Laughlin Steel Company is expending a great amount daily. So bad has the water become that transportation facilities are threatened. Fire companies have been ordered to be especially vigilant because of great fear of boiler explosions and resultant fires. Many smaller plants have closed down and will remain closed until the water can be used with safety.

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Upright mahogany \$500 \$290		
Wagner Pianos	Smith & Barnes	Foster Pianos
Mahogany upright \$350 \$190	Upright mahogany \$375 \$190	Mahogany upright \$375 \$250
Mahogany upright \$325 \$180	Upright mahogany \$350 \$180	Armstrong Pianos
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## LAST CHANCE FOR STRIKERS

NOON WHISTLE TO-DAY SIGNAL FOR COMING OF NEW MEN.

Cityworkers Must Go Back to Work at Companies' Terms or Lose Their Places and Be Dispossessed From Homes—Troops Ready for Trouble.

PERTH AMBOY, N. J., Nov. 29.—Striking cityworkers of the three plants of the National Fireproofing Company met here to-day but did not decide to go back to work at the company's terms. H. M. Keasbey, vice-president and Eastern manager of the company, said that if the men would not return to work to-morrow he would fill their places not with strike breakers but with new men who would hold the jobs permanently. There was no violence to-day, but the Elizabeth companies of the National Guard were held in reserve and provisions were made to hurry them to the scene of any trouble.

The crisis of the strike will be to-morrow noon. If the men do not go to work when the whistles sound at 7 o'clock in the morning five hours grace will be given. If they are not in their places then their places will be considered vacant.

The officials of the National Fireproofing Company announced to-night that if the men don't go to work at noon at the \$1.40 a day offered dispossesses notices will be served immediately on the workmen living in the thirty houses owned by the company. The officials say they have applications from 400 men for work at \$1.40 a day and expect no trouble in getting all the men needed.

It is feared that owing to the strike at the Lorillard plant work on several large structures in New York city may be delayed. Among these buildings are the Hotel, the one on the site of the Everett Hotel, the one on the site of the Grand Central Station improvement. When the strike began in the National plants the work being done by them was shifted to the Lorillard concern. A temporary arrangement will be to shift the work to still another plant.

PENTERS AND JOINERS OF AMERICA, ADVISED THE MEN TO GO BACK TO WORK AND THE UNIONISTS. HIS INFERENCE WAS THAT THE STRIKE MIGHT BE BROKEN BY THE MEN GOING BACK TO WORK.

After a conference with J. C. Rossi, the general superintendent of the works, Mr. Keasbey announced that the men would have to go to work. Officials of the company explained that the men were getting more at the present rate than if they got 15 cents an hour, as they demand. They are getting a minimum of \$1.40 a day for a day which in winter runs only nine hours. That is more than fifteen cents an hour, and if the men agreed to work for fifteen cents an hour in the winter months, when the working hours are one hour less, they would lose money.

Mr. Keasbey denied the allegation of the Essex Trades Council that 1,000 slaves had been imported to Perth Amboy in violation of the contract labor law and that a condition of peonage was being kept. He had imported no laborers, he said, and had no company stores. It was true, he said, that plenty of men were employed any time he needed them, but as yet they had not been brought to the plants.

The Rev. Paul Zielinski of St. Steven's Church and Father Francis Oros of the Church of Our Lady after their sermons to-day appealed to the strikers to go back to work. The attendance was large at each of the churches. Evidently the clergy were not doing much to stir the strikers, for again the cries of "No No" were heard many times in the course of the addresses.

"TO SAVE CHICAGO."

Oberlin Alumni Starts a Crusade of College Graduates.

CHICAGO, Nov. 29.—The Oberlin Association of Chicago, whose members are alumni of Oberlin College, has started a movement to "save Chicago." It has sent letters to college organizations all over the country requesting that their Chicago branches be urged to take an interest in the work.

TREASURE DID NOT GO SOUTH.

Left on the Panama Pier Too Late to Catch the Advance.

The gold and silver coin that was supposed by the Merritt-Chapman Wrecking Company had been put aboard the Panama Railroad steamship Advance after it had been recovered on Saturday afternoon from the wreck of the Finance did not reach the Advance. The result was that General Manager Drake of the Panama Line felt a little anxious about the treasure, amounting in all, including other valuables, to about \$115,000. The boxes containing the money were put on the pier and under guard. They were too late to catch the Advance, but the officials of the line kept the fact secret as they did not want to run any more than the usual risks with a lot of money in a safe on a North River pier. The money will be transferred to the Sub-Treasury to-day for safe keeping until the sailing of the Alliance for Cristobal in the Canal Zone on Thursday.

The Merritt-Chapman wrecking steamer 1. J. Merritt, which had been at the wreck of the Finance all day yesterday, left her at 4:30 o'clock in the afternoon towing a lighter filled with fittings and cargo recovered and some mail bags. It is believed that most of the imperishable cargo can be saved. Investigation by the divers showed that the keel of the ship is imbedded firmly in the sand and that it is not likely that she will be moved except by a very heavy storm. It is thought likely that she can be raised after the larger part of her cargo is taken out.

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